

# PATRIOT

439TH AIRLIFT WING

AIR FORCE RESERVE

WESTOVER AFB

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## Westover crews support Bosnian effort

by SSgt. Christine Mora

Westover reservists are once again taking part in an effort grabbing international headlines.

When the United States started sending troops to Bosnia in mid-December, Westover's 337th Airlift Squadron began the first of more than 13 missions to support Operation Joint Endeavor, the North Atlantic Peace Treaty Organization (NATO) effort to bring peace to the civil war-plagued region.

The operation is a result of the Bos-

nian peace talks at Wright-Patterson AFB, Ohio, in November, when NATO representatives agreed to send an international contingent to enforce peace treaty conditions in Bosnia. Approximately 60,000 troops from 24 countries are expected to be in place by this month. When the deployment of all forces is complete, 20,000 U.S. troops will be in Bosnia, 5,000 in Croatia, and 7,000 in Hungary and Italy.

As part of the peacekeeping plan, Bosnia-Herzegovina is divided into three NATO sectors. While the U.S. controls

the eastern region near the city of Tuzla, British forces will command the more than 10,000 British troops in the western sector, and the French will manage the more than 10,000 French peacekeepers in the South. Troops from the other 24 countries will support the effort throughout all the regions.

In a scenario that would have been unthinkable a few years ago, Russian soldiers will report directly to U.S. commanders in the eastern region, according to Maj. Robert Freniere, 439th intelli-

*Continued on page 5*



**SNOW FALL** — Huge slabs of snow and ice cascade from the roof of the Base Hangar after being loosened by snow removal personnel. By mid-January,

the base received 62.2 inches of snow, while still three weeks shy of winter's halfway mark. More weather on pages 6 and 7. (Photo by MSgt. Gordon Newell)



# Lt. Col. Petitt reflects on 27-year career

Article and photo by  
MSgt. Sandi Michon

After 27 years of piloting four different aircraft, Phil Petitt's boyhood dream of flying is definitely fulfilled.

Lt. Col. Phillip Petitt Jr.'s military career taxied to a close in January. "I have no regrets," he said with a happy, self-satisfied smile.

The years seemed to evaporate as Petitt, still looking trim and youthful, recalled days gone by. "The military has been a focal point in my life as long as I can remember," said Petitt, whose father was a P-53 pilot in World War II. Born in Mineola, N.Y., Petitt aimed for the sky throughout school. He chose Depaw University in Green Castle, Ind. largely because of their ROTC program. After graduating with an economics degree, he plunged into pilot training at Vance AFB, Okla.

Within a year or so, he was flying C-7A's in Vietnam. "I love the C-7 the best. It was a real dirt strip workhorse. We spent six out of seven days flying. Everyday was different — fighting weather, airstrip conditions and mechanical problems — often flying within small arms range," he recalled. Petitt's eyes gleamed as he remembered career adventures.

He related a particular flight in Vietnam when his airplane began to roll due to a runaway trim problem. As the situation worsened, the flight engineer

couldn't locate the right circuit breaker. From his pilot position, Petitt reached back and pulled out the correct breaker from two panels with 200 breakers. "In a crisis, that one breaker seemed larger than life!" he said.

Following duty in Vietnam, Petitt was assigned to the 99th Air Refueling Squadron where he flew KC-135's from 1971 to 1973. The unit then relocated to Plattsburgh, N.Y. where he served until 1975.

After a five-year break in service, Petitt joined the Reserve program at Westover and flew through the conversion from C-123's to C-130's. In 15 years at Westover, he has served as wing plans officer, command post controller, chief of command and control, and his last position as 439th Airlift Control Flight commander.

According to Petitt, he saved the best for last, referring to his command of the 439th ALCF. "It was my first command position, and my very best assignment," he said. "The ALCF is in the middle of whatever is happening. The mission is always varied and challenging, and our people have an amazing ability and drive to get the job done."

"We all appreciate his work and leadership," said Lt. Col. Tom Mauzaka, Petitt's replacement as ALCF commander. "Phil did a great job. He leaves a sound base for our unit to build on in the future."

Although Petitt's military tenure is over, he could rival any recruiter with his



**Lt. Col. Phil Petitt**

positive attitude about the Reserve program. "It's a great second job — good money, and good benefits. It's good to stay in a geographical area. Westover and its people are the best," he said.

Looking back on 27 years, Petitt noted changes in the military. "I think there is less emphasis on military structure, and more emphasis on quality," he said. "The job is key, and how you deal with people — that makes for better output."

Petitt also said that so many skills he learned in the military have helped him in his civilian job as a management counselor for the Massachusetts Small Business Development Center. "Planning, organizing and managing are critical life skills," he said. Petitt also has a master's degree in business administration from the University of Massachusetts.

Throughout Petitt's career, he has adapted well to change, and he carries that same positive attitude into retirement. With the same self-satisfied smile he began with, he said, "I've had a great time."

Petitt and his wife Donna live in Amherst, Mass. with their children Jon and Emily.

## PATRIOT

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USAF photo

**T-BIRDS HEADLINE SHOW --** The Air Force's Thunderbirds will return to Westover for our Open House and Air Show Aug. 3 - 4. The famed aerial demonstration team has not appeared here since 1987.

## Thunderbirds headline 1996 Open House

by MSgt. Gordon A. Newell

The Thunderbirds, the Air Force's air demonstration team will make their first appearance here in nine years, during the base's annual Open House and Air Show, scheduled for Aug. 3 and 4.

"We are thrilled to have the Thunderbirds here," said Col. James P. Czekanski, commander of the 439th Airlift Wing. "The people of this area haven't seen them perform here for a long time but I'm sure that they will agree it will be worth the wait. Again this year we will be working closely with the Galaxy Community Council to bring another great event to Westover."

Because of heavy manpower requirements needed to conduct the show, only one UTA is scheduled for August, the Wing Commander said.

"To put on a show of this magnitude

we will need as many reservists as we can muster, Czekanski said. "We encourage them to invite their families to come out and enjoy the show. I can assure them that they will have a great time."

In 1987, during their last trip to Westover, the Thunderbirds, who fly F-16 Fighting Falcons, thrilled 350,000 people during a two-day show.

Because of flightline construction undertaken to accommodate 16 C-5 aircraft, Westover did not have an open house again until 1990. That year and again in 1994 the Canadian Snowbirds were the show's main attraction. In 1992, the Freccia Tricolori from Italy was the headliner.

In addition to the Thunderbirds, the Leap Frogs, a U.S. Navy precision parachute team will make their first appearance at Westover.

Civilian pilot Mike Goulian will also

fly above Westover. The Massachusetts native was recently named national aerobatics champion.

Scores of vintage and modern aircraft will be parked along the base runway, including the World War II "Warbirds."

"As always, we will try to provide the people of New England with a first class show," said Lt. Col. Paul Torpey, who is this year's airshow director. "We again hope to have an F-117 stealth fighter as well as the C-17. There is also a possibility that we may be able to get an SR-71 now that they are operational again. Westover's show is now ranked among the top four or five in the country and I'm certain that this year's event will live up to that reputation."

The 1994 air show drew 750,000 to 900,000 people.

As always, the show is free of charge. Gates open at 9a.m.

# Westover Open House August 3 - 4



## Bookings give traveling reservists a needed break

by Capt. Paul P. Koscak, Jr.

Travel benefits are getting better.

Recent changes in space available rules will make it easier for reservists to use military lodging while at the same time a trial passenger-service program run by military retirees here is blazing the way for a full-time passenger terminal.

The usual way reservists not on orders got to stay in military quarters was by cooling their heels in a housing office lobby near the end of the day to grab rooms not taken by active-duty folks, those on orders, or anyone else on official business. In pricy locales like Las Vegas, Key West, Washington, D.C. or Hawaii, the wait can pay off in serious savings. But knowing you could be "bumped" anytime before 5 p.m. made travel planning dicey.

Now, red-card holders and their families can book ahead and make reservations that are more solid. Now, lodging staff must accommodate reservists throughout the day whenever space is available, MSgt. Paul Gilman, Westover's housing director, said.

"Once they're locked in, they can't be bumped out," he added.

The new policy, which also applies to retirees and retired reservists waiting for

those coveted gray cards, makes a world of a difference for those who need the security of long-range travel plans.

Not only will the measure give added value to an already valuable reserve benefit, it's also expected to make government lodging more profitable. Here at Westover, more than a third of the base's lodging business is from space-available customers. According to Gilman, the new change is bound to encourage even more travelers to use base billeting.

"We get a lot of families," he said. "Families coming through to view the foliage; families visiting kids in college."

Besides billeting, travel is also better.

Hitching a ride on a flight - a hop, in military parlance - also hinges on space available and, until recently, was nearly impossible at Westover. Unlike their active-duty counterparts, reserve transportation units don't process passengers.

But since the word got out that a group of transportation retirees have set up a passenger-services office here, the response has been overwhelming, said Glenn Dube a retired chief master sergeant who managed air transportation for the former 439th Combat Support Group. So overwhelming, in fact, that 43 retirees are now needed to run the pilot program.

Admittedly, Westover won't ever

compete with the massive passenger terminals at Travis or Scott Air Force Base when it comes to servicing passengers, but the numbers are still impressive.

From June to December, Dube's group processed 328 passengers. They handled 705 phone calls and 83 walk-ins inquiring about flights and destinations from Westover.

For now, passenger operations, including manifesting, are run from a room in the Retirees Activities office on Seawolf Avenue. About six passenger flights per month leave the base to destinations in Europe, the west coast and points throughout the Pacific, Dube said.

"This isn't just for retirees," he stressed, as he thumbed through a log showing a family booked on a flight to Turkey. "We handle families, reservists and those on active duty as well."

The success of Westover's fledgling passenger business bolsters Dube's hope that the service will eventually become a regular part of the base mission.

Still, facilities and staff are the key, MSgt. Linda Colucci, a 439th transportation operations specialist, said a terminal, and the equipment to X-ray baggage, would be needed right away, should the base commit to a full-time passenger terminal.





## JOINT ENDEAVOR

# Westover crews fly Bosnian support missions

(continued from page 1)

gence officer. "Just a few years ago, the thought would have seemed inconceivable," Freniere said. "The hope is that there won't be any tension between the same Russian troops that opposed the U.S. years ago, reporting to U.S. commanders today."

Freniere gave several unclassified intelligence briefings to hundreds of Westover civilian and military personnel in December, bringing them up to speed about the Bosnian situation and their potential role in it.

The 337th's role has been as part of a team — working with aircrews from Kelly AFB, Texas and Dover AFB, Del. — shuttling personnel and cargo every day from Dover to Ramstein AB, Ger. From the Germany stage area, the cargo is shuttled by smaller aircraft and by land to locations in the former Yugoslavia.

"The airlift operation from Dover is coordinated by Air Force Reserve headquarters and uses aircraft from Westover and Kelly," said Lt. Col. Dan Nichols, commander of 439th Operations Support Squadron. "While Dover operates the stage area, Westover, Kelly and Dover crews run four-day missions involving two shuttles between Dover and Ramstein."

The recent missions are the first military operations sup-

porting the effort in Bosnia, but 337th aircrews have been flying humanitarian missions directly into the former Yugoslavia region since 1994.

Although the Army has activated reservists, Secretary of Defense William Perry said AFRES personnel are participating on a volunteer basis. Most of the forces will come from active-duty Air Force and Army units stationed in the U.S. and Germany.

Westover personnel throughout the base have volunteered to support Joint Endeavor and reservists from the command post, public affairs, aerial port, medical and civil engineering squadrons are on the list at AFRES should they be needed.

"In what's become the norm, Westover reservists are participating in hot spots around the world," said Col. James P. Czekan-ski, wing commander. "Following a trend that was highlighted during Desert Storm, they are volunteering to support the NATO-led effort in Bosnia."

At a Pentagon news conference in December, Perry made a renewed pitch for public support of American troops in Bos-

nia. Without U.S. ground troops in Bosnia, he said, the war would reignite. Perry said this was a crucial opportunity to make the peace plan take hold.

"We're not going in to fight a war," he said. "In fact, for two and a half years, we have said that we would not send ground troops to Bosnia until a peace agreement is reached. That peace agreement is now in hand, and that is why we're sending forces."



## Reservists support peacekeeping at home, overseas

### ROBINS AIR FORCE BASE, Ga.

Air Force reservists on active duty in the United States and Europe have volunteered their varied skills to support peacekeeping efforts in Bosnia.

An average of about 100 reservists are on orders daily directly supporting Operation Joint Endeavor. Most of them are aircrew members, airlifting people and cargo to Europe. As of Jan. 9, Reserve volunteers flew 46 missions, including flights into Bosnia and Hungary. Reserve C-5s began airlifting people and cargo to Germany Dec. 7 in support of the effort.

In addition to C-5, C-17 and C-141

heavy airlift flights, Reserve KC-135 aircrews, who are able to perform both air-lift and air refueling missions, are transporting priority parts from Dover AFB, Del., to Germany to ensure troops in Bosnia have the material they need. Reservists started flying these Joint Endeavor Express missions Dec. 27.

The Reserve also has aircraft maintainers and chaplains directly supporting Joint Endeavor.

Nearly 40 individual mobilization augmentees are backfilling deployed active-duty people or augmenting them.

Thirty-nine aeromedical evacuation personnel from Kelly AFB, Texas, and

MacDill AFB, Fla., are deployed to Europe for 179 days. Most of them are in Hungary, and a handful are in Germany.

In addition, more than 200 reservists from the 944th Fighter Wing, Luke AFB, Ariz., are on two-week annual tour at Aviano Air Base, Italy, to enforce the no-fly zone over Bosnia.

Aircraft maintainers from McGuire AFB, N.J., and Westover ARB, Mass.; medical personnel from Westover; and civil engineers from Charleston AFB, S.C., are also performing annual tours in Europe, not directly involved in Joint Endeavor. (AFRES News Service)





TSgt. W.C. Pope

**S'NO FUN** — Westover snow removal crews truck tons of snow from the east ramp (above), while TSgt. Mike O'Hearne, crew chief (below) readies a C-5 for an upcoming mission.

## SNOW JOB

### Horrigan's heroes take it in stride

by MSgt. Gordon A. Newell

With more than two months to go before spring officially arrives, the winter of 1995-96 has already left a big impression on the residents of Western Massachusetts.

Since the first flakes fell on the area Nov. 13, 20-foot high snow piles, slippery roads, and roofs threatened by ice and snow have become the norm. Even the heartiest New Englanders are wondering when it will all end.

"As of Jan. 17, we recorded 62.2 inches of snow at Westover," said Base Meteorologist Curt Osgood. "During an average year we get 48 inches, so already it's an extraordinary winter."

Since 1946, when weather statistics were first recorded on the base, only 12 winters produced more of the white stuff that is presently on the ground, he said.

For the first time in recent memory base employees received a 'snow day' Jan. 8.

"Our biggest concern was for the safety of our workers," said Wing Com-

mander James. P. Czekanski.

"The only mission scheduled for that day was delayed because Dover AFB (Del.) was closed, so we decided to bring only those workers deemed emergency-essential rather than have someone get injured trying to get to work."

Emergency-essential personnel include security police, fire department, snow removal crews and when notified, the command post and tower workers, he explained.

That storm started in the afternoon of Jan. 7 during a UTA and before it ended during the evening of the 8th, 18.7 inches of snow was measured at the base.

"The front stalled over the coast and just kept pumping snow over most of New England," Osgood said.

The accumulation during the 'Blizzard of '96' was the third highest total recorded here in 50 years.

However, even during the peak of the storm, the base was able to perform its mission.

"Our snow removal crews have done a magnificent job keeping the runways



TSgt. W.C. Pope



## HIGHER AND HIGHER

Westover ARB has been blanketed by the third-largest snowstorm of the past 50 years.

- Feb.28-Mar.1, 1949: 22 in.
- Feb.15-16, 1958: 20 in.
- Jan.7-8, 1996: 18.7 in.
- Apr.17, 1982: 17 in.
- Feb.11-12, 1983: 17in.



MSgt. Gordon Newell



MSgt. Sandi Michon

**S'NO JOKE** — Bone chilling temperatures made snow removal a frigid job after the Blizzard of '96. Above, a snow blower clears an entry control point on the east ramp, while (left) a front-end loader pitches in. Below, snow drifts hanging from rooftops, and icicles, keep their icy grip on the base bowling alley.

open all winter," Czekanski said. "We have always taken pride in the fact that Westover can function in all kinds of weather and even during the big storm we remained operational."

Four days later, the base was hit by another storm that dumped almost seven more inches but was taken in stride by base employees and snow removal workers.

According to the Bob Horrigan, engineer operator supervisor, this winter has not been anything his crew of 19 people can't handle.

"We don't mind the snow," he said. "No matter how much we get. What bothers us is freezing rain on top on the snow. That really makes our jobs difficult."

Horrigan praised the efforts of his workers who have kept the airfield in operation and base streets and parking areas clear of snow.

"My people know their jobs," he said.

Horrigan estimates that his crews have moved 2,822,753.5 cubic feet of snow this winter. They have spent 4,375.5 hours keeping the airfield open and another 2,072.6 hours on the streets. Included in that is 2,889.9 hours of overtime.

According to Lt. Col Rock Desilets, 439th CES commander, eight of his reservists were tapped to augment civilian crews. They volunteered one to four days, mostly over the Martin Luther King, Jr. holiday weekend. They assisted in clearing roofs and plowing.

Horrigan's people utilize 10 rollover plows, six snow blowers, two snow brooms, six front-end loaders, three dump trucks with plows and three sanders to keep the base snow-free.

"In our spare time we clear catch basins and help to shovel off roofs, so we're kept busy. I couldn't ask any more of these workers," he said. "They've done a fantastic job all winter."



MSgt. Sandi Michon



## Government credit card: FOR OFFICIAL USE ONLY

In the 1960s and '70s, Karl Malden warned American Express credit cardholders not to "leave home without it." This year, Uncle Sam will be issuing the same warning, but to active duty and reserve members of the armed forces who will use the government-sponsored credit cards instead of cash advances.

The Department of Defense is swapping plastic for cash to streamline travel and expense claims, according to Daniel J. McCarthy disbursing agent at Westover ARB.

"Cash is a high-risk item and the Air Force wants to reduce the amount on hand at all facilities," McCarthy said. "As of Oct. 1, 1995, when a reservist goes TDY, he or she will use the government ATM program for cash withdrawals to cover meals and incidental expenses."

Government travelers on official business can cover costs up to \$1,000 during a seven-day period, with a daily maximum of \$500, without drawing a cash advance.

There are dangers, however, in becoming over confident with the card. "The key to using the card successfully is heeding the words, 'For Official Government Business Only,'" McCarthy said.

"The card is to be used for official travel only," McCarthy said. "It's only to be used for major charges such as billeting, contract quarters, or authorized rental car. It is not for personal reasons."

Card users still must submit a travel voucher for reimbursement of charges and are accountable for paying the monthly bill, McCarthy explained.

"The system works like this," he said. "A reservist goes TDY, incurs charges on the card and then files a travel voucher with us," McCarthy said. "In the meantime, they receive a bill from American Express. We then reimburse the member via Direct Deposit, and then he or she takes that money to pay American Express."

Card users should know that for every \$100 withdrawn from an ATM, American Express tacks on 2.75 percent to the total. DOD pays these costs if the money is spent on government business. However, if only \$50 of that \$100 is reimbursable, the member pays 2.75 percent interest on the remaining \$50.

"The traveler submits the original ATM receipt and a copy," McCarthy

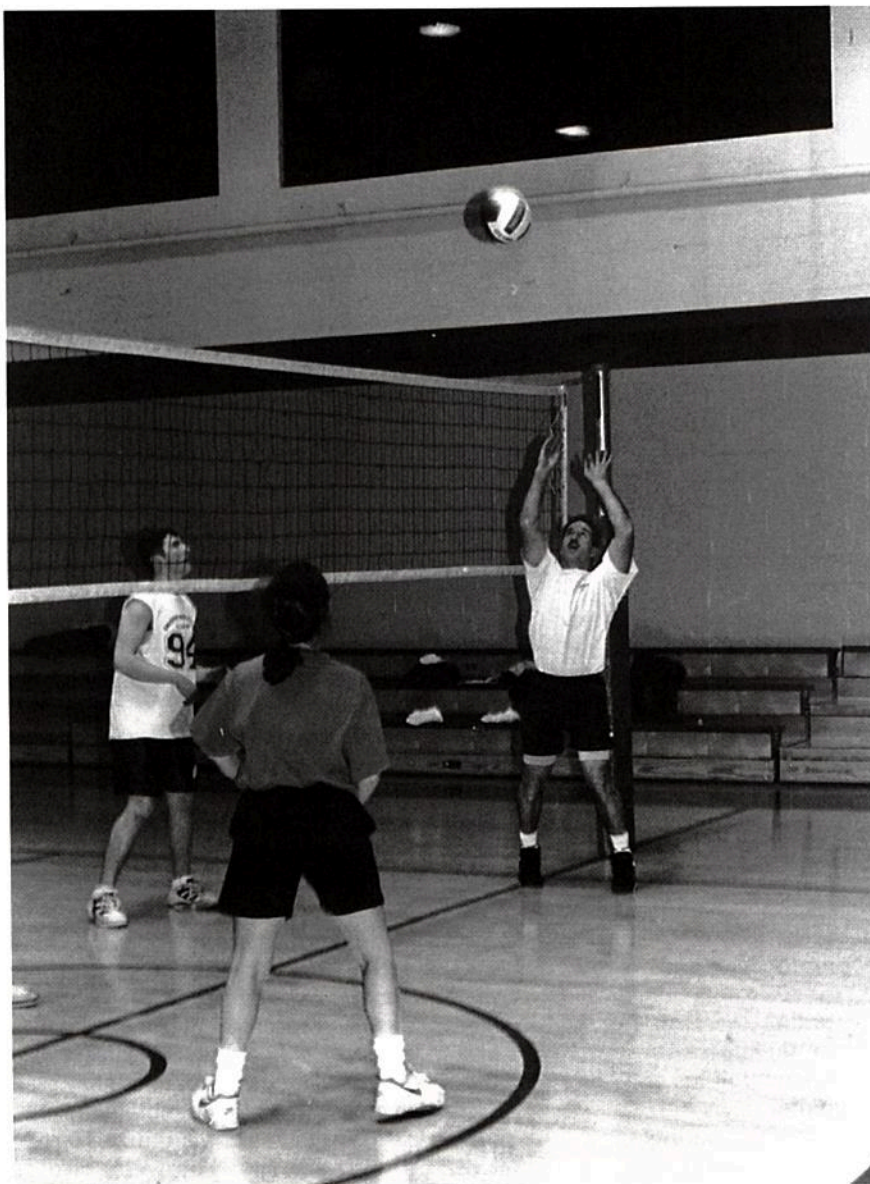
said. "Then he has to figure 2.75 percent of the total withdrawal and include that figure in the reimbursable expenses portion of the claim."

American Express scrutinizes monthly expenses for spending that falls outside the guidelines and card holders are on the hook for those costs, McCarthy explained. Thus far the only penalty for unofficial use of the card is suspension from the program, but financial misuse

can linger on a reservist's credit record.

"We are administrators of the program," McCarthy said. "Debts incurred with American Express are between them and the card holder. We are the middleman."

McCarthy said reservists who use the card should receive them within two or three weeks of making the application and the personal identification number within two or three days after that.



**SET UP --** Reservists set up for a spike during intramural volleyball games during the January UTA. Recreational activities during drill weekends are coordinated by SSgt. John Wheeler, Jr., fitness specialist for Services Squadron. Unit sports monitors are encouraged to attend planning meetings on A-UTA Saturdays at 10 a.m. at the base gym. Unit involvement would enhance participation.

TSgt. W.C. Pope



## Fields new state ESGR committee chairman

by TSgt. William C. Pope

Massachusetts reservists have a new hand at the helm of the State Committee for Employer Support of the Guard and Reserve, and he takes on the task with enthusiasm.

"Being an employer of both National guardsmen and reservists, has made me well aware of the issues that face both sides," said Garson Fields who is president of Berkshire Electric Cable Co. in Leeds.

The committee consists of 50 employers and former military people who volunteer their time to help resolve disputes between employers and members

of the reserve components.

"Our job is to resolve issues before they become big problems and make sure that employers are aware of the Uniform Employers Act which details their responsibility to the law," said Fields, who served on the committee for the last 10 years.

"We have 16,000 Guardsmen and Reservists in the state and they are becoming a bigger percentage of our military force," he said. "We need to let the employers know of their importance to the nation's defense, so when it comes time to let them go for training or missions they have a better understanding of why."

Fields will visit units throughout the state to let the troops know they can turn to his committee whenever they need help.

"When it comes to reservists and their civilian employers there are two key words: communication and respect," said CMSgt. Christopher J. Menard, 439th AW Senior Enlisted Advisor. "Reservists must keep their employers informed. They should give them advance notice of training or mission dates. Keeping communication lines open will foster good relations, in the long run," Menard said.

To contact the new chairman, call (413) 584-3853.

## ARPC/AFRES ask reservists to offer ideas

**DENVER, COLO.** — Got an idea on how to improve management, operations or quality of life in the Air Force Reserve?

The Air Reserve Personnel Center/Air Force Reserve Policy and Advisory Council is looking for reservists' ideas on how to make the Reserve more efficient. The council sends significant and cost-effective agenda items to the Chief of the Air Force Reserve for consideration by the Air Reserve Forces Policy Committee.

Individuals or agencies may submit recommendations by letter to the council. The address is HQ ARPC/XPX, 6760 E Irvington Place #7500, Denver, Colo. 80280-7500. Letters

should include a brief recommendation statement and justification or background information.

Deadline to submit ideas for the council's next steering committee is May 31.

The ARPC/AFRES Policy and Advisory Council is also seeking two new members—an individual mobilization augmentee officer and a base IMA administrator. They will serve three-year tours and work directly in staffing proposed agenda items. Interested reservists may submit a resume and letter endorsed by their major command to HQ ARPC/XPX.

Maj. Becky Lewis at 1-800-525-0102, Ext. 246, has more information. (AFRES News Service).

## John Goutas jumps in as new budget officer

by SSgt. Christine Mora

He's not steering an aircraft anymore, but former pilot and Air Force Colonel John Goutas went back to the pilot's seat in October when he took over the helm of the 439th Financial Management office.

A Bellows Falls, Vt., native, Goutas received his commission in 1963 when he graduated from the U.S. Air Force Academy, and after pilot training in 1964, flew B-52G's out of Minot AFB, N.D. Following numerous missions in South Vietnam and Laos, Goutas transferred to Ramey AFB in Puerto Rico and retired in 1970.

He joined the Air Force Reserve at Westover in 1971 flying C-124s. The pilot switched to C-141s at McGuire AFB, N.J., before joining the Air Re-

serve Technician program at Norton AFB, Calif., in 1978. Goutas served in many flying positions and capped off his 11-year tenure there as deputy commander for operations, 349th Military Airlift Wing.

When a heart condition grounded the 25-year veteran pilot in 1989, Goutas retired and made the civilian career jump to finance as a budget analyst at the 349th Military Airlift Wing, Travis AFB, Calif.

Goutas was serving a 10-month stint as the wing's budget officer when Desert Storm hit. "That was such a challenging time because I started to be involved in the 'big picture' stuff with the active-duty personnel there," he said. "Not only did we switch from reserve to active-duty pay systems, we also acted as a brokers fund-wise between our squadrons and the active-duty squadrons on base."

In 1993, Goutas accepted a slot at AFRES Headquarters, Robins AFB, Ga., as an RPA budget analyst. "My tenure at AFRES really gave me a feel for the whole budget process," Goutas said. "My operations background and field experience gave more well-rounded input into the decisions that drove man-day usage AFRES-wide."

His role as Westover's budget officer and comptroller brings it own challenges, according to Goutas. "This is the first time I've been assigned to an all-reserve operation as opposed to a tenant organization," he said. "With new elements like Morale, Welfare, and Recreation oversight, unit-equipped maintenance costs and base infrastructure, it's more challenging, but also more interesting because we have control over our own destiny."



## Patriot People

**Name:** Martie Soper  
**Rank:** Capt.  
**Age:** 33  
**Address:** Fairfield, Conn.  
**Unit:** 439th Aeromedical Evacuation Squadron  
**Position:** Flight nurse  
**Civilian position:** Registered nurse  
**Favorite food:** Pasta and seafood  
**Years of service:** 4  
**Favorite sport:** Outdoor activities  
**Favorite hobby:** Music  
**Ideal vacation:** Carribean  
**Best way to relax:** Listen to music  
**Preferred entertainment:** Theater  
**Favorite hero:** Capt. Kathy Moynihan  
**Favorite music:** Everything but Rap  
**Favorite aircraft:** C-130H  
**Pet peeve:** C-130 E (no bathroom)  
**What I would do if I won \$1million:** Pay bills and go to Carribean



Capt. Mike Franco

**Capt. Martha Soper**

## Patriot Praises

### Promoted to Colonel:

Lt. Col. Archer B. Battista  
 Lt. Col. Fred F. Castle  
 Lt. Col. Bruce E. Hawley  
 Lt. Col. Yash P. Malhorta  
 Lt. Col. David J. McCarthy  
 Lt. Col. James L. Scott

### Enlistments

SSgt. Arsenault, Robert I. Jr.  
 SSgt. Solomon, William A.  
 SrA. Barnes, Grace G.  
 SrA. Bruce, Samuel D.  
 SrA. Cooper, Terry  
 SrA. Higgins, James N.  
 AIC Berry, Johnny L.  
 AIC Erice, Mariel  
 AB Haqq, Shamsiddin H.

TSgt. Ritchie, John F.  
 TSgt. Rivers, Warron D. Jr.  
 TSgt. Sylvester, Martha J.  
 TSgt. Tabb, Joyce  
 TSgt. Wood, William P.  
 SSgt. Blajda, Leonard  
 SSgt. Cabrera, Juan A.  
 SSgt. Fallon, David R.  
 SSgt. Greco, Michael V.  
 SSgt. Harris, Robert W. Jr.  
 SSgt. Jalbert, Daniel R.  
 SSgt. Layden, Kevin M.  
 SSgt. Mitaras, John  
 SSgt. McGuire, Thomas J. Jr.  
 SSgt. Perkins, Cynthia L.  
 SSgt. Perry, Richard D.  
 SSgt. Richards, Kenneth L.  
 SSgt. Speir, John C.  
 SSgt. Walker, Diane  
 SSgt. White, Denise M.  
 Sgt. Crowder, Ronald J.  
 SrA. Kratochvil, Kathleen A.  
 SrA. Rudert, Stephen C.

### Reenlistments

SMSgt. Bender, Barbara A.  
 SMSgt. Skawski, Zigmund D.  
 MSgt. Cartagenahernandez, Robert  
 MSgt. Medvetsky, Cheryl A.  
 MSgt. Rowe, John W.  
 MSgt. Swotchak, James H.  
 TSgt. Holtz, Edwin A.  
 TSgt. Langevin, John B.  
 TSgt. McLane, Peter H.  
 TSgt. Pirog, Mark J.

## Quality process guides change

by Capt. Mike Franco

If Armand Tourangeau has his way, there will be more "USA" in the U.S. Air Force.

USA (Unit Self Assessment) is a process to "guide us through cultural change toward a quality Air Force," said Maj. Armand Tourangeau, 439th Quality Officer in an interview upon completion of the wing's first phase of the USA.

The process helps units develop criteria and procedures for evaluating their performance and identifying areas for improvement, he said. It is derived from the idea that individuals know best what works at their level.

According to Tourangeau, in Phase I of a USA, units highlight key processes, gather and analyze data, and created flow charts to show relationships between processes. Also similar tasks are combined and results are documented based on how tasks affect the "customer."

The USA places the responsibility of decision-making and task definition on every unit, he said. Also, under Quality Air Force Assessment, the Air Force's umbrella program for USA, quality is measured by standards set by the units and its customers while higher levels provide only general guidance where needed.

The old method of measurement was the UEI or Unit Effectiveness Inspection, where units were inspected and evaluated against standards set by higher commands and the Inspector General, he said.

For example, a cargo shipment's delivery is considered on-time only if the customer determines it to be on-time rather than the standard being set and enforced by the IG, he said.

"USAs and QAFAs are an affirmation of our leadership's commitment to quality," said Col. James P. Czekanski, wing commander. "Total Quality is alive-and-well around here."

"This is not just another 'flavor-of-the-month' program," said Tourangeau as the wing enters its second of the four-phase process scheduled for completion this year.



## Bosnia: reason for diversity

Over the years plenty of civilians have asked me what my Social Actions job has to do with the war function of the military. I've always explained the standard policy answers about equal opportunity and treatment, federal law, and morale, but it's only now that the connection between human relations and readiness has come into sharp focus. Sharp-ened by the deployment of our forces in Bosnia this focus strengthens one of our primary reasons for taking the risk.

The United States is an immigrant nation. True there were indige-nous peoples here when the first Europeans arrived and though many of our ancestors treated Indians murderously, those natives still make up part of who we are. True, African-Americans were first captives rather than willing immigrants, but their centu-ries of struggle continues to be a re-minder and a force of redemption for the whole. And despite our persistent foolishness toward one another, from neo-Nazism to political correctness, the vast majority of Americans understand in their hearts that being an American means being diverse. No American wants to subsume his or her ethnicity, religion or gender under someone else's perceptions of what a "true" American ought to be. We want to be who we are and be an American and we want this because our Constitution says it's our right. What a strange concept: the right to be the person you were born to be and not have that counted against you when it comes to being called an American. Strange indeed. Just look at Bosnia.

My father's father served under Captain Patton driving a tank during the World War I. My mother's father fought with the Austro-Hungarian infantry against my father's father in that war. I contain both my grand-fathers within me. I am the reconciliation of my grandfather's war because I was born in this country out of the diversity our nation is. There were, and are, children of Croat and Bosnian parents over there. There are children of Muslim and Serbian parents over there. There are whole villages, towns and cities where Christians and Muslims, Croatians and Serbs and Bosnians coexisted quite peacefully, until self-serving leaders stirred up old hatreds.

Imagine this: there will be Americans in Bosnia and those Ameri-cans will be men and women, black and white, Asian and Hispanic, Jews, Catholics, Muslims, Baptists, Episcopalians, Pentecostals, Jehovah's Witnesses, New Age Spiritualists, even humanists and atheists. They'll speak English with innumerable accents as well as other languages. They will come from four or five time zones. In fact I'm quite sure that there will be at least a few Bosnians, Croatians or Serbians who will be woken up the first time they meet an American who is not white. But all of these various persons will be identified by the Yugoslavs as: *Americans*.

Each of them will wear one flag, following the orders of one American general, work as one team, and bind one another's wounds if necessary. No member of the US military denies that there will be danger. But all it takes in that danger are two Americans, who look nothing alike working together, to put hundreds of would-be tyrants and their demagoguery to shame, thereby creating a little hope again.

by Capt. R. Byron Breese  
Social Actions Officer

## Briefs

### Retention group seeking answers

Why you are in the Air Force Reserve and why you stay in are ques-tions that the Retention Working Group would like answered.

The Working Group is part of the base-wide Human Resources Devel-opment Council and consists of 10 members who are civilians, reservists and Air Reserve Technicians from all walks of life.

The goal of the group is to find out why people remain in the reserve and how to encourage more people to re-main in the program.

The group has set up a hotline and encourages interested reservists to of-fer suggestions. The number is (413) 557-2807.

### Southwest Asia medals changed

**RANDOLPH AFB, TEXAS** — Services members serving in and above Saudi Arabia, Kuwait and Iraq since Dec. 1, 1995, will receive the Armed Forces Expeditionary Medal.

The awarding of the medal means that military members will no longer receive the Southwest Asia Service Medal or the National Defense Service Medal, say officials of the Air Force Personnel Center here.

The closure of the Southwest Asia Service Medal ends the third cam-paign of the cease-fire operations.

The inclusive dates for the cam-paign are Aug. 2, 1990 to Nov. 30, 1995. Those who qualify for both the SWASM and the AFEM cannot wear both, say personnel center officials.

For more details on who is eligible to wear the Southwest Asia Service Medal, the National Defense Service Medal or the Armed Forces Expedi-tionary Medal, contact the military personnel flight.

**March UTA dates**  
**A UTA March 9-10**  
**B UTA March 23-24**



## Quality recycling program launched at Westover

by SSgt. Christine Mora

When recycling became a priority years ago, corporations and towns throughout the country began filling bins with paper and cans. Many wondered when the recycling bug would bite Westover.

Last July, the bug bit — officially.

Westover's Quality Recycling Program (QRP) kicked off in July in response to a mandate by Maj. Gen. James Sherard, AFRES vice commander, that all AFRES bases have a recycling program. Besides following orders, the effort is expected to save dollars in future base budgets.

"Recycling reduces the amount we pay for waste disposal," said Jim Kelly, environmental engineer and Westover's QRP manager. "Eventually we'll take in 50% of the money received by turned in recyclables."

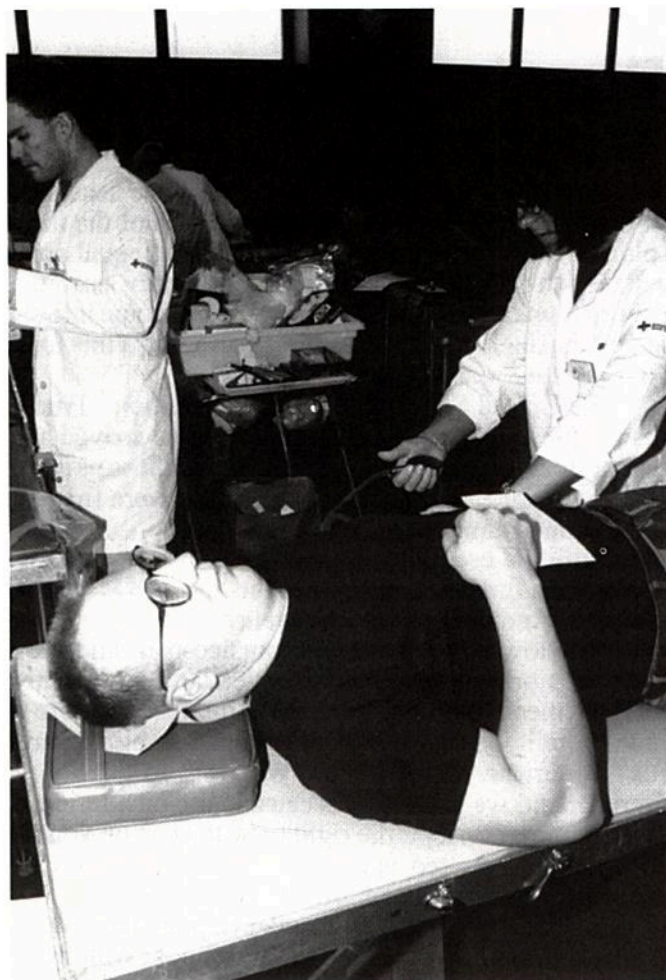
The recyclables are collected by contracted workers from Sunshine Village, the same organization that performs cleaning services on base. Personnel from 30 buildings and 12 industrial areas are assigned blue recycling bins where they can deposit computer paper, office paper, magazines and newspapers. Items not acceptable for recycling include those that have glue, like Post-its and envelopes, paper cups and paper plates.

The recyclables are picked up and hauled to a solid waste transfer center — a fenced-in area located between Patriot Ave., and Hangar Ave. — before being transported off base.

"Along with receiving recyclables, the new waste transfer center has practically eliminated the need for dumpsters on base," Kelly said.

Between six to eight tons of paper are recycled by Westover personnel each month and a voluntary two to four tons of cardboard are recycled from the more industrial areas on base.

"When our new contract starts in March, we'll also be able to pick up plastics and metals," Kelly added.



**GIFT OF LIFE —** MSgt. Mark Colby of the 439th CRS has his blood pressure taken prior to donating blood during a January UTA blood drive. According to blood drive coordinator Jodi Liquornik, 79 units of much-needed blood were collected.

**PATRIOT**



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